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Steam Locomotive Number 6

Steam Locomotive Number 6 has a rich and varied history, with several notable locomotives bearing this designation. For instance, the Oahu Railway & Land Company's Steam Locomotive Number 6 is a narrow gauge Baldwin 0-4-2T, built in May 1889, and is now on display at the Hawaiian Railway Society Museum on Oahu[^1]. This locomotive is a testament to the engineering prowess of the late 19th century and serves as a historical artifact, offering insights into the transportation heritage of Hawaii.

Another remarkable Steam Locomotive Number 6 is the Western Maryland #6, also known as "The Last Shay." This locomotive was the second-largest Shay ever built, weighing 270,000 pounds, and was purchased in 1945 to move coal down the Chaffee Branch. It is a geared locomotive, which means it uses reduction gears instead of the conventional system of rods and linkages to transfer steam energy from the pistons to the wheels. This design made it powerful yet nimble, although not very fast, with a top speed of 23 mph. After serving the Western Maryland Railway, it found a new life on the Cass Scenic Railroad, where it earned the nickname "Big 6" and continues to operate today,

allowing visitors to experience the power of a historic steam locomotive.

In addition, Viscose #6, built by Baldwin Locomotive Works in 1925, served the American Viscose Company in Roanoke, Virginia, for 35 years before being acquired by the Gem City Iron & Metal Company in Pulaski, Virginia. This locomotive is a saddle tank steam locomotive with a 0-4-0t wheel arrangement and is an example of the industrial locomotives that were essential to the manufacturing and processing industries of the early 20th century.

Lastly, Old Number Six, a Baldwin steam engine built in 1924, is another notable locomotive that now rests in Newhalem, Washington. It welcomes visitors to the southwest boundaries of the Northern Cascades National Park and stands as a symbol of the region's railway history.

Each of these locomotives, with the designation Number 6, shares a common thread of contributing significantly to the regions they served, whether it be in transporting goods, aiding in industrial processes, or now, preserving history for future generations. They embody the spirit of the steam era and continue to fascinate enthusiasts and historians alike. Through their preservation and

continued operation, these locomotives provide a tangible link to the past and an opportunity for people to learn about and appreciate the evolution of rail transportation.